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HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Mr. W. Clitham, C.M.G. (Vice-President) Hon. Mr. A. W. Brown, C.M.G. (Registrar-General), Colonel Bedford, P.M.O., Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), Dr. J. W. Hartley (Assistant Medical Officer of Health), and Mr. W. Bowsh (Secretary).

KOWLOON STABLES.

Correspondence was submitted relative to the plans for proposed stables adjoining the Kowloon Disinfectant Station.

Hon. Mr. Brown inquired—What effect will this have on the dogs' home?

The President said he was afraid it would have a somewhat disastrous effect. As a matter of fact, portion of the stables, as laid out at present, cut into the dogs' home, so it would be necessary to rebuild portion of the kennels. The Public Works Department plans practically embodied the recommendations of the Colonial Veterinary Surgeon and the speaker, and members would see that they provided a back suitable for 28 head of cattle, instead of 26 as at present, and left room for further extension.

COLONEL BEDFORD—How is it proposed to carry off the drainage?

The President said the sewer from the mortuary would be carried up to the new building.

Dr. FITZWILLIAMS—There is room to extend the dogs' home?

The President—Yes. As a matter of fact, it is at present on part of what will be a main road. The loss is purely temporary, and the buildings are of a temporary nature.

COLONEL BEDFORD proposed that the plans be approved subject to the provision of ventilation, independent of windows and doors, in the coolie quarters.

Dr. FITZWILLIAMS seconded, and the motion was agreed to.

THE UNIVERSITY.

Correspondence was submitted relative to the erection of conveniences at the University in Bonhom Road and Pokfulam Road.

Hon. Mr. HAWKES, in a minute, asked what was the final answer of the Government.

The President said the answer was, Approved by the Executive Council.

The paper was laid on the table.

LEGAL PROCEEDINGS.

The list of legal proceedings taken by the Department against persons for breaches of the Public Health and Buildings Ordinances, for the month of July, was laid on the table.

The President pointed out that the large increase in the number of cases was due to skinned milk prosecutions under the new Ordinance, and there were numerous prosecutions for the re-erection of illegal cubicles.

SELECT COMMITTEES.

The President said it would be necessary, owing to the resignation of Mr. Hooper, to make provision for filling his place on the select committees of which he was a member. Mr. Hooper was on three committees, namely, the cemeteries committee, the common lodging-house committee, and the committee dealing with rinderpest and foot and mouth disease. He moved that the select committees, as they stood, be reappointed with the substitution of Dr. Fitzwilliams' name for that of Mr. Hooper.

The Registrar-General seconded, and the motion was carried.

SANITARY CONVENIENCES.

A minute was submitted by the President relative to sanitary conveniences in the City of Victoria and at Kowloon.

The President stated that in connection with the recommendations for inclusion in the public works extraordinary vote next year there were two matters which would have to be dealt with separately, as they were rather late in being brought forward. One was the question of nuisances, which was to be gone into and investigated by a select committee. The other was the question of further sanitary conveniences to be provided during the year 1911. He had written a rather lengthy minute on the subject which gave all details since 1909 of the work which had been done, and mentioned other proposals which had emanated from various sources. He proposed that provision be made in the estimates for certain suggested conveniences.

Members agreed.

OUR WATER SUPPLIES.

The Government Bacteriologist and Analyst reported that they had examined samples of water taken from the Pokfulam, Tytan and Kowloon services, and found the filtered water in each case fit for potable purposes.

MORTALITY STATISTICS.

The mortality return for the week ending July 29th showed that the death rate of the whole Colony was 36.3 as against 25.5 for the corresponding week of last year.

RAT RETURN.

The rat return for the week ending August 5th showed that a total of 1,825 rats were caught, 17 of which were plague infected. The total caught in Hongkong was 1,497, and in Kowloon 328.

LARGE CLOTH SALES FOR CHINA.

The Manchester correspondent of *The Globe* telegraphed on the 20th ult.

Yesterday an enormous trade was completed in cotton piece goods for China, the delivery to extend for six months or more. One leading firm of manufacturers in Preston sold, it is said, 400,000 pieces. The slump in raw American cotton this week led to cloth producers accepting rather low rates. Most of the leading makers of good shirtings are now under contract for a long time.

There is not much going on at the moment for India, but a fair inquiry is upon the market in fine fabrics. The outlook in our dependency is better than a few weeks ago, owing to copious rains. The smaller outlets of the Continent are fairly busy.

MR. GERSHOM STEWART ON THE COLONIAL ESTIMATES.

THE COLONIAL OFFICE AND HONGKONG'S OPIUM REVENUE.

In Committee of the House of Commons on July 20th, when the Colonial Estimates were under consideration, Mr. GERSHOM STEWART moved a resolution. He said—The object of my amendment is to draw attention to the inadequate compensation accorded to the Colony of Hongkong on account of the suppression of the Opium Revenue. I do not propose to go into the opium question. I only desire to call the attention of the House to hardships inflicted on the Colony by the House of Commons. Revenue from opium has been a source of income ever since the place was taken, and is just as proper a source of income as any other; in fact, both drink and opium are things calling for Government control, and if a good stiff tax is laid on them the consumption tends to diminish. I wish to point out that, in the position we are now considering, this House makes the laws and the Colony pays the bill. I am sure the House does not wish to lay itself open to the charge of interfering injuriously with an unrepresented place. The revenue from opium a few years ago amounted to \$2,000,000, or \$200,000; now it is about \$1,000,000, or \$100,000; and as the opium trade is deemed, it will shortly amount to nothing at all. If you take a period of twenty years, and reckon the revenue as amounting to \$1,000,000, or \$100,000, you produce a capital value of \$2,000,000. And this House admits that it has some responsibility in regard to the suppression of this great revenue. You offered \$9,000 in 1910, \$12,000 in 1911, and \$12,000 in 1912. Therefore you are giving them a total sum of \$33,000 for the loss of a revenue which has been in existence for 70 years, and which has oscillated between \$100,000 and \$200,000. From the method of taxation levied on the Colony the grant you nominally give is nullified by the way you collect your military contribution. You charge for military contribution 20 per cent. of the gross revenue of the Colony. It is quite right and proper that people who enjoy our protection should pay something. But you take 20 per cent. of the credit side of the Government account without looking at the debit side. There is one item I happened to come across in the Government Blue Book which I think must convince any man that a change is called for in the present system. It is that of the Post Office, for which the Colony received 400,000 dollars; but you will find that the Colony has to expend 450,000 dollars to run the Post Office, therefore there is a loss of 50,000 dollars. I am sure the House will recognise that it is most unfair and unbusinesslike to charge 80,000 dollars, or \$8,000, on a department which is worked at a great loss already. I am glad to see the Under-Secretary for War present, for I know that he has taken an interest in this matter. He closed the opium divans. I admit that they were somewhat unsightly places, but at any rate they were under the close supervision of police. When the right hon. gentleman looked up the divans, he no doubt felt that he had done a good stroke of business, but it did not stop opium smoking. He took up the position rather of the sanitary engineer who proceeded to close up old cesspools before making new drains. What happened was that the deleterious matter which used to be collected in these places leaked all over the town and contaminated the whole locality. The opium smokers provided themselves with clubs, or they debauched themselves at home. At any rate, the police, who were very much overworked already, had to devote themselves to the suppression of illicit opium smoking, and the criminal population, of which there are many, became very active; and assaults on the person and burglaries increased to a most surprising and deplorable extent. There is a difference between Hongkong and India in this matter of opium. India has been compensated by the enormous accession in the price of the raw article. Hongkong does not deal in the article at all. It merely exercises a benevolent supervision over the consumption of the noxious drug. The legislation of the House has forced upon Hongkong the creation of a preventive service in addition to the new taxation. It has happened at a most inopportune time in the financial position of the Colony. Those who take an interest in Chinese railways know that in order to secure the terminus of what will be the greatest trunk line in all China, the line between Hongkong and Peking, should be in British hands, the Colony pledged its credit for £1,000,000 to buy out the Belgians and provide that terminus. The Colony has created its own railway as far as the British border, but owing to the want of through traffic at present has to face a large deficit of revenue. Further, it is a most inopportune moment for the Colony, because its prosperity is distinctly on the down grade owing to the prohibitive tariffs which the French, American and Japanese Governments have lately put on their trade with Hongkong. In fact, so much does it suffer from the shipping subsidies, and the navigation laws, of some of its neighbours, that it is a sad fact that a shipping company, which from its inception was a British enterprise, has recently had to transfer its steamers to the American flag. It is a fair thing to compare the attitude which the Foreign Office adopts in its treatment of China with the attitude which the Colonial Office adopts in respect of Hongkong. The Foreign Office is most considerate to the Chinese in every possible way, whereas when the Chinese come under the British flag and reside in our Colony their old-time enjoyments are interfered with, and we make them pay for our moral

experiments. On the 9th May the Secretary for the Colonies gave some details as to the military contributions of the Crown Colonies, and I should like to know upon what principle these contributions are arranged. Ceylon, with a revenue of £2,500,000, pays £101,000, or about one twenty-fifth of its income; Hongkong, with a revenue of £611,000, pays £120,000 odd, or one-fifth of its income. Ceylon is prosperous; whereas at this moment the trade of Hongkong is being strangled by the hostile tariffs of its neighbours, and although the garrison of Hongkong is bigger than that of Ceylon it must be remembered that Hongkong is a rendezvous for troops and ships, which go there for Imperial and not for local purposes. Yet it is the only place on the China coast which pays a shilling towards Imperial defence. I should like to draw attention to the moral side of this complex opium question. When you stop the trade with India you will not entirely stop the consumption of opium. By violent political action you cannot change human nature, and at this moment substitutes are taking the place of opium. Drink is being indulged in more freely; the consumption of morphia and things of that sort is on the increase; cocaine for the first time appeared on the list of imports for last year, and when unofficial members of the Hongkong Legislative Council asked the Government to assist in stopping these evil things at the source, they were met with a refusal. The answer made amounted to this: "If we do not do the trade, someone else will." I think it is a great pity we should protect the manufacture of these evil drugs. They are mostly made in Edinburgh, and shipped from London, yet this Government will not take any steps to exercise supervision at the source. If there were voters in the Colony to be conciliated, and seats in this House to be won; there would be much better treatment accorded to it than at the present moment. The highest ideal of Colonial administration should be to impart in the breasts of those at a distance the feeling that their interests are as equally safeguarded as though they were close by, and I would suggest that the request of the unofficial members of the Council of Hongkong should be acceded to and the Government should accept an annual contribution of a million dollars. The present form of contribution has this very wrong effect. If there is an outbreak of plague and extra charges are incurred; if there is a typhoon and the Colony has to put its hand in its pocket for repairs, the present system of military contribution has this very evil effect, that this greater trouble of the Colony troubles the more profit you make from it, and you are really making a profit on matters in which you ought to treat it with every consideration. You are making a profit out of their misfortunes. The Colony at present is at a crisis of its development. It requires consideration, or you may have it on your hands as a permanent invalid. I would plead for more consideration for Hongkong in regard to the opium question, because I am quite sure this House is able and willing to pay something towards any moral experiment it may choose to undertake.

THE COLONIAL SERVICE AND GOVERNORSHIPS.

I should like to say a word on another point—the appointment of Major Chancellor to the post of Governor of Mauritius. I approach this in a spirit of enquiry. I have no personal feeling in the matter at all. I have not the slightest doubt that the fortunate officer who has been picked out for the Governorship is a very able man, but at the same time I know a great many most deserving Colonial officials, and I know exactly how they feel in a matter of this sort. It must be remembered that owing to the consolidation of South Africa, four Governorships have been lost to the Colonial service, and now to this is added a fifth post. Those who know anything about Mauritius must know that the post of Governor is one which requires very great experience and most tactful management. The financial position is bad and the place is full of racial trouble. It seems to me that a position of that sort requires a man with a certain amount of Parliamentary experience, just the sort of experience that a Colonial Secretary acquires in his connection with the Legislative Council of his particular Colony, and Colonial Secretaries are naturally accustomed to deal with men of all races and all beliefs. You have men in the Colonial service who have entered by competitive examination, men who have come on top, and have chosen Colonial appointments. To all these men it must be a very great disappointment to think that their services do not qualify them for positions of this sort. Then, from the military point of view, if you wanted a military Governor, as you did in 1866, why did you not appoint a General? Having appointed a junior officer, you are putting the General in a somewhat invidious position, where he has to salute a man very much junior to himself! It must be borne in mind that if this country were at war, and two steamers loaded with cement were dropped in the Suez Canal the position of Mauritius would become almost important as a strategic point. In peace the appointment of a junior military officer is a slight upon the Colonial Service, and you will inflict a slight upon the commanding officer if the new Governor is sent there for warlike purposes. It is a double-barrelled appointment which inflicts injuries on two Services. Then if you are going outside the Colonial Service, how is it the Army gets all those appointments and the Navy none? The officers of the Navy are second to none in this country. Our whole existence depends upon them. Here you have appointed a gentleman with the equivalent rank of a naval lieutenant of eight years' standing. What would

be said if you suddenly appointed a naval lieutenant of eight years' standing to be Lieutenant-Governor of an Indian province? The Indian Civil Service would make its resentment so felt that I do not think you could hold it to (and this House would be so staggered) it would certainly ask questions about the matter. The thing that has happened in this particular Colonial appointment is analogous to that. I should like to appeal to the Colonial Office. I know the right hon. gentleman has only been there a short time, and he is tremendously occupied with the great questions which have been before him. But when gentlemen have spent their lives in the junior ranks of a Service, it seems only fair that they should get some of the higher posts as they get on in life. It is only by giving them some encouragement of that sort that you can hope for an efficient and contented Service.

Mr. T. Taylor (Lancashire, S.E., Radcliffe, Min.) contended that the opium trade and the mode of raising revenue out of the drug were wrong, while he would not be sorry to see morphia and cocaine placed under the same supervision and restraint as opium now was. He expressed regret that the Government allowed the traffic to go on in Hongkong, especially as there were other methods of raising revenue available. It was certainly inconsistent to raise a considerable portion of revenue from the sale of opium to a portion of the population under our control, while heroic and costly efforts were being made in China to put down the evil. *The Times*, which in such matters was not a bigoted journal, a eulogist recently of the duty of Great Britain, said it was imperative that British Colonies should not continue to countenance a vice which China was making great sacrifices to suppress. The anti-opium people did not ask for anything unreasonable, but they did insist that Hongkong should act up to the standard set by China. The same reform was wanted in all our Eastern Colonies. The Straits Settlements in 1909 had an overflowing exchequer, and yet they clung to this monopoly, because more than half their revenue came from opium. The process of reform was not going on quickly enough.

SHIPPING NOTES.

The Manila papers announce that the N. D. L. steamers of the European line are to make monthly calls at Manila on the homeward bound voyage. The first vessel to be the *Prince Eitel Friedrich*, which will arrive from Hongkong, February 2, to be followed by the *Princess Alice* March 7, the *Kleid* April 4, and the *Duelow* May 2. It is also stated that there is every reason to hope that the vessels of the Nippon Yusen Kaisha's European line will follow in the wake of the German boats, and also call at Manila regularly.

Col. McCoy, the Collector of Customs, in the Philippines, in an interview on the subject said:—"For over a year I have been trying to consummate this arrangement, and have had high hopes since the visit here of Mr. Phillip Heiklin, managing director of the company, who came to Manila last year, when we went over the ground thoroughly with him, showing him how much we thought we were justified in asking for a through service. In addition, I sent Mr. Dioli, the special commissioner of the Philippines customs service, to Bremen early this year with full data as to our shipping possibilities, and he laboured in the good cause with an ardour worthy of much praise."

Up to the present Manila has only one direct line to Europe, the Compagnia Transatlantica, and while no restrictions are cast on that company, says the *Caballero*, naturally the advent of another company will be welcomed.

The latest mail news from Japan regarding the wrecked steamer *Empress of China* is that salvage operations were proceeding, but had been interrupted by bad weather. There was no change in the general position of the ship, but there is some hope of the vessel being floated provided the weather admits of the salvage work being rapidly carried on. All the European members of the crew of the *Empress of China* twenty-one in number, left Yokohama on August 1st by the *Empress of Japan* for Vancouver.

The bulletin taken out from the vessel was sent forward to Hongkong by the N.Y.K. steamer *Iyo-maru*, on which steamer the steamer passengers were also sent to Hongkong. The Chinese passengers have expressed themselves as extremely pleased with the treatment accorded them by the Company during their stay in Yokohama.

HONGKONG LEGISLATIVE COUNCIL.

The Hon. Mr. H. E. Pollock, K.C., has given notice of his intention to ask the following questions at the meeting of Legislative Council to-morrow:

1 Will the Government lay upon the table a printed paper containing a progress diagram, showing the work done on the Typhoon Refuge up to the 30th June, 1911, and will the Government thereafter lay upon the table a similar paper showing the progress made during each successive period of six months?

2 Will the Government explain why the work on the Tsai Sha Tsai Market is proceeding so slowly? When will the Market be ready for use?

3 What information can the Government give to the Council with reference to the prospects of the erection of a Wireless Telegraph Station on an Island of the Pratas Group?

4 What information can the Government give to the Council with reference to the prospects of a Wireless Telegraph Station being established in this Colony? Has the Government of this Colony or have the Home Authorities on behalf of the Government of this Colony entered into any and what engagements with any and what authority, corporation, company or firm with reference to the erection of such station?

SUPREME COURT.

Tuesday, August 15th.

IN ORIGINAL JURISDICTION.
[BEFORE THE FULL COURT.]

INTERESTING CLAIM UNDER LIQUORS ORDINANCE.

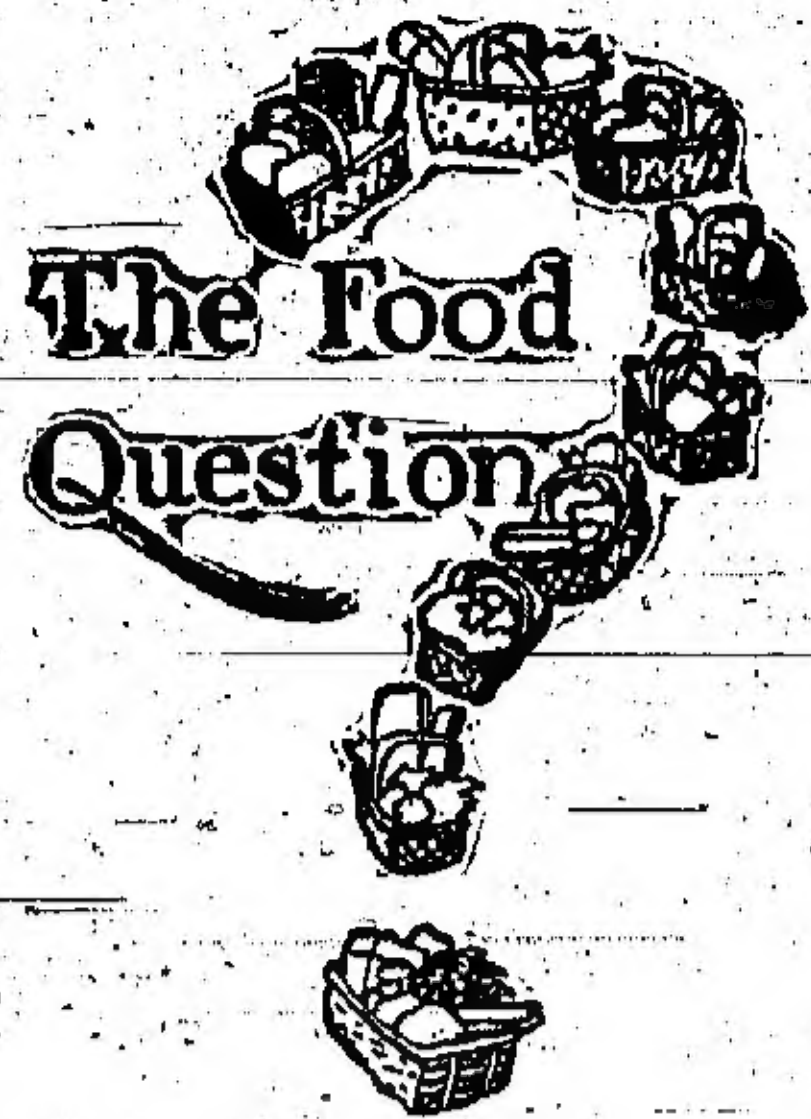
Judgment was given by their Honours Sir Francis Piggett (Chief Justice) and Mr. Justice Gompertz (Paisio Judge) in the action by H. Price & Co. against the Attorney-General.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes & Master), appeared for the plaintiffs, and the Attorney-General (Hon. Mr. C. G. Alabaster) appeared in person, being instructed by Mr. F. B. L. Bowley, Crown Solicitor.

The Chief Justice said—The facts of the case raised before us are of the simplest. In 1909, by Ordinance No. 27 the Government introduced duties of intoxicating liquors, the tariff of duties being contained in section 3. The section in so far as it related to importation of liquors commenced as follows:—"There shall be paid on intoxicating liquors hereafter imported into the Colony the duties following." It dealt also with liquors "distilled, made or prepared in the Colony." The section also contained the following provision:—"It shall be lawful for the Legislative Council at any time by resolution to alter or amend all or any of the foregoing duties." On the 16th March, 1911, the Legislative Council passed a resolution, in virtue of the powers with which it had invested itself, altering the tariff. The resolution was couched in the following terms:—"Resolved that there shall be paid upon intoxicating liquors imported into the Colony the duties following." Then followed the new tariff. The plaintiffs, Messrs. Price & Co., Ltd., had at that time a certain quantity of liquors in bond, and when they took them out after the resolution of March 16th Government claimed a surcharged customs duty, which they paid under protest, and this amount they now seek to recover. Some argument arose as to the omission of the word "hereafter" in the body of the resolution which appears in this section, but we are of the opinion that the question does not really arise. For if anything did in fact turn on it, I mean, if there were involved in it any substantive provision, we should be compelled to hold that the terms of the resolution were *pro tanto* ultra vires, because the Council cannot legislate by resolution. The more accurate form of the resolution should have been, "Resolved that the tariff of duties in section 3 (1) be altered as follows."

The Council had no power to do anything more than alter the duties. If, therefore, any virtue could be ascribed to the omission of the word "hereafter" in the resolution, or the actual words used in the resolution, it is irrelevant and therefore it is unnecessary to consider the law as to the retroactive effect of legislation in this connection. The effect of the resolution, therefore, was to impose a new scale of import duties as from the date of the adoption of the resolution. We have, therefore, merely to construe section 3 (1) as it operated after that date. It is necessary, however, to consider the meaning of "hereafter" in section 3. All legislation legislates in the future, the word is really superfluous, except in so far as it might clear up any doubt as to the meaning of "imported" which being a past participle might possibly be construed to mean that the duties were to be levied on liquors already imported, although this would obviously be impracticable. The section means no more than any other piece of legislation. "There shall henceforth be paid the following duties on liquors hereafter imported into the Colony." The Ordinance established the double system of bond in King's warehouse and licensed warehouse under Crown lots, and by section 3 (2) and B the obligation of payment of the duties is further explained. Sub-section (2) deals with liquors imported by sea, sub-section 3 with liquors distilled, made or prepared in the Colony. This was necessary, for the Ordinance imposed a tax on all liquors whether made in the Colony or imported until they were bonded in the King's or bonded warehouse. Now, with regard to imported liquors, the duty is to be paid before the removal of them from the ship in which they are, unless they are placed in bond or transhipped, or before their removal from bond if they are placed in bond on arrival. The words "in bond" express concisely the fuller expression used in the sub-section. From this review of the Ordinance it is almost inevitable that the question should be laid in the argument on the use of the word "imported," more especially as there is a definition of both "import" and "export" in the interpretation clause. Putting the definition on one side for the moment, what is the meaning of "import"? It is to bring in goods for use in the Colony. In a free port the word has no special meaning, but directly you have customs duties imposed "importing" means to bring in for use in the Colony after paying duty. Goods are not fully imported until they have paid duty the King's or bonded warehouse is a sort of no man's land, a transition stage long established for the benefit of the merchant, and it should be added, not without a very direct benefit to the Government. Apart from interesting trade statistics, "import" has in reality no direct significance except in regard to customs duties, and I should have no difficulty in holding that apart from the definition "goods imported" means duty "paid goods." In regard to the use of the word "imported" in sub-section 2, what I have already said must be borne in mind, it is in contradistinction to the manufactured liquors dealt with in sub-section 3. If the excise duty had been dealt with in a separate Ordinance the word "imported" would not have been used in sub-section 2. But to "import" is defined as meaning "to bring or cause to be brought into the Colony and the waters thereof either by land or by sea." A curious discrepancy must be noticed here, the case of liquor imported into the Colony by land sub-section 2 would not apply, for it specially deals with importing by sea, which would also exclude importing by aerial transit. The argument of the plaintiff now takes this form: In view of the definition, importing is complete directly the vessel with the liquors on board arrives in the waters of the Colony. The duties attach at once, but they are in suspense while they are in bond, and

INTIMATIONS.



EVERYTHING

OF THE

BEST—

PROVISIONS.

WINES

AND

SPIRITS.

H. RUTTONJEE & SON, HONGKONG.

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCE'S PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETTS,

RAZORS.

[256]

the duty payable when they come out of bond is the duty payable by the law in force at the time they were imported, that is, at the time they arrived in the waters of the Colony. The logic of the argument seems inexorable, but it is contrary to the manifest intention of the legislature, and it is contrary to what, as I say, is a commonly accepted meaning of the words, but if it is found it is forced on the Court, first, by the unfortunate definition of "imported," which is not only incomplete, but being incomplete quite superfluous, because it only gives the word its colloquial meaning as applied to a free port, and nobody wants such a definition; secondly, by the equally unfortunate reference to "imported" in sub-sections 2 and 4 equally unnecessary, because the words have no legislative intent, but are descriptive and used only to keep the customs and excise duties apart. But the logic would go further; if by any lucky chance the Council had resolved to abolish customs duties, then the old duties would still be leviable on all liquors in bond, but there would be no legal machinery for its collection. There is a flaw in the logic somewhere, and where it is made plain by the decision of the Privy Council in *Canada Sugar Co. v. Regina* (1898 A.C. 735). The case has a most extraordinary resemblance in the facts to the present one, but as it turned on the interpretation of the Canadian Act we must obviously be very careful in applying it to this case, which turns on the construction of a Hongkong Ordinance. A new tariff for sugar came into force in Canada on 3rd May, 1895, and the question, put broadly, was whether certain sugar belonging to the appellants was imported before that day. One of the points in the case has no bearing on the present. The vessel's port of call in Canada was North Sydney, its port of destination was Montreal, and not North Sydney. But in order to arrive at the conclusion certain sections had to be analysed, which, as a remarkable affinity to those in issue in this case, and of course the actual question in issue

(Continued on page 5.)

NOTICE

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NEW ADVERTISEMENTS

FOR SALE.

YOST TYPEWRITER—almost new. Reasonable Price. Apply—

Care of "Daily Press" Office. Hongkong, 16th August, 1911. [1038]

WANTED.

WANTED, position by a GERMAN, over ten years' experience in Export and Import Trade in Canton, Hongkong and Shanghai. Replies will be treated strictly private. Apply—

"COMMERCIANTE," Care of "Daily Press" Office. Hongkong, 14th August, 1911. [1027]

WANTED.

A SECOND HAND COPY of "TWENTIETH CENTURY IMPRESSIONS OF CHINA," in good condition. Reply to—

"H.K.," Care of "Daily Press" Office. Hongkong, 4th August, 1911. [998]

WANTED.

A N-ASSISTANT COSTS CLERK. Preference given to Applicants with previous experience. Apply—

DEACON, LOOKER & DEACON, 1, Des Vaux Road. Hongkong, 14th August, 1911. [1036]

SITUATION WANTED.

SHIPPING CLERK—Young Man (age 26) with First Class Shipping and General Office experience in England. Knowledge of Typewriting and shorthand, and holding excellent references, desires position. Due to arrive in Hongkong at end of August.

E. D., Care of "Daily Press" Office. Hongkong, 12th August, 1911. [1021]

NOTICE.

WE, the UNDERSIGNED, have been appointed the SOLE AGENTS for the Sale of "ELLIS CRIMSON PILLS" and "RAPID CURE" manufactured by the STANDARD CHEMICAL FACTORY OF NEW YORK, BERLIN, and SHANGHAI. S. D. SETNA & Co. Hongkong, 12th August, 1911. [1019]

NOTICE.

WE have OPENED our OFFICE in HONGKONG for the Sale of "ELLIS CRIMSON PILLS" and "RAPID CURE" and have appointed Messrs. S. D. SETNA & Co. Sole Agents for their Sale in HONGKONG, CANTON, and SOUTH CHINA.

THE STANDARD CHEMICAL FACTORY

of NEW YORK, BERLIN and SHANGHAI. Hongkong, 12th August, 1911. [1020]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Made direct to you for 10/- Write to-day.

B. WEINGOTT, Dept. J. Wanganui, New Zealand. [934]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD STONES and CROSSES in Stock at—BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

AUSTRALIAN BUTTER.

There is

Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD. [36]

GRACA & CO.

Pedder St. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Photographs, and a large stock of Postage Stamps. Inspection Invited. [891]

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED on MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 2nd August, 1911. [994]

INTIMATIONS

CONCERT.

A GRAND PROMENADE CHARITY CONCERT, on behalf of the family of the late Private W. F. TAYLOR, Infantry Company, Hongkong Volunteer Corps, will be held on the Volunteer Parade Ground, on SATURDAY, the 2nd September, 1911, at 9.15 p.m.

If not the Concert will be held in the Drill Hall. Tickets \$2 and \$1 can be obtained from Messrs. KELLY & WAUGH, or from VOLUNTEER HEADQUARTERS.

By kind permission of Lieut.-Colonel L. A. H. HAMILTON and Officers the Band of the 1st K.O.V.I. will attend. Hongkong, 15th August, 1911. [1036]

ORIENTAL BREWERY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from this Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED to ONE CENT per lb. from this Date.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 7th August, 1911. [1005]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of September, 1911, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 5 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the OPIUM, SPIRIT, GANGLING and PAWNBROKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the GOVERNMENT SECRETARY, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GRIB, LIVINGSTON & Co., at Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1912, 1913 and 1914, are those specified below viz.:

For every 5 lbs. packet	...	\$0.14
" " " "	...	" 0.19
" " " "	...	" 0.24
" " " "	...	" 0.29
" 3 chi "ceptacle	...	1.45
" 1 tahil	...	4.80

Hongkong, 24th July, 1911. [848]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

PRICED BY THE MEMBERS.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

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PUBLISHED DAILY.

Is the oldest and still immeasurably the best.

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Established for over FIFTY YEARS.

Circulates largely throughout Southern China.

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Documents translated from or into Classical or Colloquial Chinese.

INTIMATIONS

THE NEW SHOW CAUSEWAY BAY.

GRAND OPENING NIGHT! TO-NIGHT! TO-NIGHT!

AUGUST 16TH, 1911.

Doors Open at 8 p.m. Overture at 9.15 p.m.

When the following **NEW ARTISTS** will make their

FIRST APPEARANCE IN HONGKONG.

COROGOTT FAMILY, TRICK CYCLISTS. MARRIANI FAMILY, EQUESTRIENNES.

(8 in number) (4 in number)

A. ALEXANDROFF, FOOT EQUILIBRIST. MILE MIZE, LADY EQUESTRIENNE.

D. VERGELOR, CLOWN. MILE MIOSJA, LADY JOCKEY.

LOO HARRISON, CLOWN. YANGA, DASHING JOCKEY.

K. DANLOFF, CLOWN. SOMERSAULT RIDER.

MILES SONGA, KATGA, E. SONGA, ALBERTA, AUGUSTA, DANILOFF, BLAEMAROUS, ELESSA, FANNY, NATIONAL and CLASSIC DANCERS.

F. MAROSHENKO, HUNGARIAN POST RIDER, SLADOK FAMILY.

with 8 horses. MARBLE STATUARY.

D. JOSEPH and his wonderful Dogs. NICOLAS and PIETRO, AGILE ACROBATS.

LA BELLE GIRDI, Queen of Music.

N. BOROWSKY,

and his Magnificent Stud of Hungarian Entire Horses.

PRICES AS USUAL.

MATINEES—EVERY WEDNESDAY and SATURDAY at 4.30 p.m.

Children Half-Price to All Parts.

Soldiers and Sailors in uniform Second Seats 50 cents, Stalls 30 cents.

Booking Office Now Open at ROBINSON PIANO Co.

Special Trains before and after the Performance. Hongkong, 16th August, 1911. [982]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 21st day of August, 1911, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at May Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

[1029]

PARTICULARS OF THE LOT.

Boundary Measurements.

Contents.

Annual Rent.

Upset Price.

Let No. 1087.

South of Chavilly May Road.

145 feet 145 feet 115 feet 115 feet 10,075 sq. ft. 5,835

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TO LET

TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be let from 1st January, 1912.

GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate.

Apply to—

DAVID SASSOON & Co., LTD. Hongkong, 15th July, 1911. [627]

TO LET.

NO. 10, MACDONNELL ROAD.

GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, The PEAK.

GODOWNS, 151 to 155, PRAYA EAST.

RENT-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 14th August, 1911. [113]

TO LET.

AN OFFICE in Alexandra Buildings.

Apply—

A. S. WATSON & Co., LTD. Hongkong, 8th June, 1911. [799]

TO LET.

A FURNISHED HOUSE, with Tennis Court, on higher level.

Apply to—

Y. X., Care of "Daily Press" Office. Hongkong, 1st August, 1911. [990]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—

THE SHOW OF SUCCESSES FRANK FILLIS' GREAT EUROPEAN CIRCUS

SITUATED AT THE VICTORIA SKATING RINK,
Opposite the Central Market, Hongkong.

A SHOW UNEQUALLED BY NONE
STARTLING, SENSATIONAL AND SATISFACTORY.
TO-NIGHT!

WILL BE PRESENTED A PROGRAMME
OF
UNSURPASSED BRILLIANCE BY THE
WORLD'S BEST ARTISTES.
SEE AND BELIEVE IS OUR MOTTO.
POPULAR PRICES PREVAIL.

Booking Place at Messrs. ROBINSON PIANO Co.
Hongkong, 14th August, 1911. D. B. McPHERSON, Manager. [1010]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI
GATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship

"VORWAERTS,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risks into the Godowns and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from
Venice ex s.s. "Metropolis," transhipped
at Trieste.

Trieste, ex s.s. "Trieste," transhipped
at Bombay.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent to the office of the Undersigned before
NOON on the 19th inst., or they will not be
recognized.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th inst., at 9.30 A.M.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
19th inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIEBER & Co.,
Agents,
Princes' Building,
Hongkong, 14th August, 1911. [5]

EAST ASIATIC COMPANY, LIMITED,
COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship

"KINA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasures and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited,
Kowloon, and West Point Godowns, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th
inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

MELCHERS & Co.,
Agents,
Hongkong, 13th August, 1911. [1033]

AMERICAN AND ORIENTAL LINE

NOTICE TO CONSIGNEES

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above-named
vessel are hereby informed that all Goods
are being landed at their risks into the hazardous
and/or extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods
must be left in the Godowns, where they will
be examined on the 21st inst., at 2.30 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
27th inst., or they will not be recognized.
No Fire Insurance has been effected.

ARNHOLD, KARBERG & Co.,
Agents,
Hongkong, 14th August, 1911. [1034]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "BRAEMAR"

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby informed,
that all Goods are being landed at their
risks into the Godowns of the Holt's Wharf at
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 21st inst. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
prox., or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 21st inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents,
Hongkong, 14th August, 1911. [1035]

SUPREME COURT.

(Continued from page 3.)

was identical—"what was the date of importation?" The material sections are the following:—
Section 4 of the Customs Tariff Act, 1894,
which provided that there should be levied,
collected and paid on all goods in the schedule,
the rates of duties set forth in the schedule,
"whenever such goods are imported into Canada
or taken out of warehouse for consumption."
And by section 150 it was further provided
that "whenever on the levying of any duty or
for any other purpose it becomes necessary to
determine the precise time of the importation
of any goods such importation shall have been
deemed to have been completed when the im-
porting vessel came within the limits of the
port at which they ought to be reported."

And by section 150 it was further provided
that "whenever on the levying of any duty or
for any other purpose it becomes necessary to
determine the precise time of the importation
of any goods such importation shall have been
deemed to have been completed when the im-
porting vessel came within the limits of the
port at which they ought to be reported."

The second conclusion is that it was held
that the importation was not complete until the
vessel had entered the port of Montreal. Now the
analysis of these sections resulted in the
following conclusions: First, "The imposition
of the duties is contained only in the direction
for their payment; there are no words which
render the goods liable for the duty or make the
duty (as it is said) attach at any date prior to
the date of payment." Pausing here for a
moment, that conclusion fits on exactly to the
present case, for the provision of the Ordinance,
present case, for the provision of the Ordinance,
omitting contested words, is "that there shall
be paid the duties following, and the payment
shall be made either before the removal of them
from the ship or on their being taken out of
bond." The second conclusion is not material
to this case; but the third is—"the duties are
payable at one of two dates—either the date of
importation or the date when they are taken out
of warehouse," so in this case "the duties are
payable either at the date of removal from the
ship (in other words, when they are imported),
or when they are taken out of bond." The con-
clusion, therefore, is that "Any
class of the statute should be construed with
reference to the context and the other clauses of
the Act, so as far as possible, to make a con-
sistent enactment of the whole statute." The
first conclusion negatives the plaintiff's con-
tention in this case. The duty does not attach to
the goods on importation; they are liable to it
only at the time of payment. I now introduce
the words "imported into the colony" into
my present analysis of the section.

"There shall be paid upon liquors import-
ed into the colony duties at the fol-
lowing rates payable either on removal from the
importing ship or when taken out of bond."

The fact is that neither grammatically nor
legislatively are the introductory words in sub-
section 2 essential to its sense; they are words
of repetition, which take up the thread of the
law, which has been broken by the parenthesis
of the tariff—they might have come before the
tariff, and the sense would be the same. Now
we may take the last step and introduce into
the section the definition of "import." The
result is merely to expand the sentence thus,
"There shall be paid upon intoxicating liquors
brought or caused to be brought into the
Colony and the waters thereof by sea the
following duty, payable either before the
removal of them from the ship in which they
are so brought into the colony, and the waters
thereof by sea or on removal from bond." We
are therefore of opinion that the fundamental
principle is down by the Privy Council
applies to this case, and completely meets the
plaintiff's argument: that principle is, that "the
imposition of duties is contained only in the
direction for their payment," that is in sub-
section 2, and "there are no words which render
the liquors liable for the duty or make the duty
attach at any date prior to payment."

And secondly, the duties are payable either
when they are removed from the ship or when
they are taken out of bond. The effect of the
first sentence of sub-section 2 is to repeat and
carry on the words which describe the subject
of the duty in the first sentence of sub-section 1;
it is descriptive of not legislative, and would
in fact have been omitted if the schedule had
been placed at the end of the section. We are
of opinion that the plaintiff's case fails and that
there must be judgment for the defendant with
costs.

Mr. Pollock asked for a stay of execution to
enable them to consider their position.
This was granted.

IN SUMMARY JURISDICTION.
BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

MONEY-LENDING TRANSACTIONS.
Bhagat Singh brought action against two
clerks employed in the office of Messrs. Deacon,
Looker & Deacon, to recover \$300 due on two
promissory notes. Mr. W. L. Shenton appeared
for the second defendant, and stated that the
first defendant was a ying. He added that the
promissory notes were bearer notes and he was
not able to dispute the money. He would,
however, consent to judgment and ask to be
discharged from the case.

Defendant entered the box and stated
that he was a clerk, a receipt of a salary of
\$115 a month, on which he had a wife and three
children to support, and out of which he was
already paying a monthly instalment of \$15 on
another debt. He gave two promissory notes
to the plaintiff, one for \$220 on which he
received \$100 and the second for \$100 on which
he received \$50. He received the money from
Prem Singh, who explained to him that if he
paid the \$100 he would be all right, as Bhagat
Singh was a friend of the first defendant's. He
had paid the interest regularly.

Mr. Shenton explained that the defendants
were only sureties. The other people had gone
to Canton.

Plaintiff asserted that he paid the money
down in cash. The agreed interest was two
per cent. per month.

His Lordship thought that rate of interest
was reasonable.

Mr. Shenton remarked that the Chinese paid
95 per cent. for loans, and that on giving good
security.

His Lordship said he did not know who to
believe.

Mr. Shenton suggested that he ought to
believe his client. The plaintiff was one of the
landmarks of the Court.

His Lordship said it was always open to
suspicion that a man had been gambling when
he wanted money like that and agreed to such
conditions.

Defendant said he had not gambled.

Mr. Shenton said the transaction was not an
honest one. It was a blood-sucking transaction.

His Lordship—One would like to stop these
transactions.

Mr. Shenton—The Government is going to
stop them. It is three months before the Ordina-
ance comes into operation.

His Lordship—I don't know how it will work.

Mr. Shenton—As at Home.

His Lordship—It is very difficult to prove
these transactions. I don't say the Ordinance is
not an excellent one. I say it will be difficult
to carry it out.

Mr. Shenton—Your Lordship will have power
to fix the rate of interest.
After hearing another case against the same
defendant by the same plaintiff his Lordship gave
judgment for plaintiff and fixed instalments at
the rate of \$10 per month on each note.

DEATH OF DOWAGER LADY OUTRAM.

MEMORIES OF THE INDIAN MUTINY.

Memories of a heroic age are recalled by the
death of the Dowager Lady Outram, which took
place at Pithorhy, Perthshire, last month.
Lady Outram was of the advanced age of
ninety-nine.

Born Margaret Clementina Anderson, she
married in 1835 her cousin, Sir James Outram,
the great Indian soldier whom Napoleon christened
the "Baron of India" for his bravery, and she
survived his death by forty-eight years. She
was one of the last survivors of that noble
band of Englishwomen who passed through the
horrors of the Indian Mutiny.

When it broke out her husband, Sir James
Outram, was absent in command of the British
expedition to Persia. She was living at Alighur
when the 9th regiment of Native Infantry,
which had previously borne a splendid character,
rose in revolt. A plot had been devised by
which all the Europeans were to have been
murdered, but the mutineers, though they
threatened their officers, did not kill them.
Lady Outram was in imminent danger. She
had to flee on horseback, aided by her son, with
only the clothes in which she stood, and to
make her way through the mutineers, who
were then looting the cantonment, to Agra.

At Agra the English ladies had to take
refuge in the fort with a mere handful of
men to protect them. Close at hand were the
Gwalior native troops, who were known to
be on the verge of mutiny and to have expressed
the intention of capturing Agra. But the
serenity and confidence and courage of woman
were never more gallantly displayed than amid
the miseries of this imprisonment and the
haunting anxiety of the long wait for the
reinforcements that were to reconquer India.

In that little band Lady Outram was conspicu-
ous.

Lady Outram retained her faculties to the
last, though she had been in failing health for
some months. In her ninety-fifth year she
received a telegram of congratulation from the
late King Edward. Her memory was extra-
ordinary and covered six reigns.

The family of Outram is one of the oldest
and most honored in Scotland, dating back to
the fifteenth century.

"NERVES"

A ROYAL PHYSICIAN'S REMARKABLE
STATEMENT.

"I feel nervous—all on end—as if something
were going to happen."

How often does one hear these words, or
something very like them, for a sensation of
nervousness is one of the commonest troubles of
modern times.

While the body's own wonderful remedial
power would undoubtedly rectify this condition
if the cause were known, few people are able to
discover the cause, or to give the necessary care
and attention to eliminate it. The result is that
they get worse instead of better.

Happily, for such people there is a perfectly
simple, healthy and lasting means of overcoming
and banishing the nervous symptoms, which
may take on an infinite variety of forms. This
is Sanatogen, the great revitalising tonic food
which has secured the written endorsement of
over four hundred doctors including ten
physicians to crowned heads of Europe.

Sanatogen contains organic phosphorus in
exactly that form in which it exists in the brain
and nervous system. The result is that the
phosphorus, which is always deficient in these
nervous conditions, is immediately absorbed and
assimilated by the nervous system, which at once
begins to act in a perfectly normal manner.

If, on the other hand, these nervous con-
ditions are ignored they may, in time, lead to
Neurasthenia, with all the misery and morbid
despair that term implies.

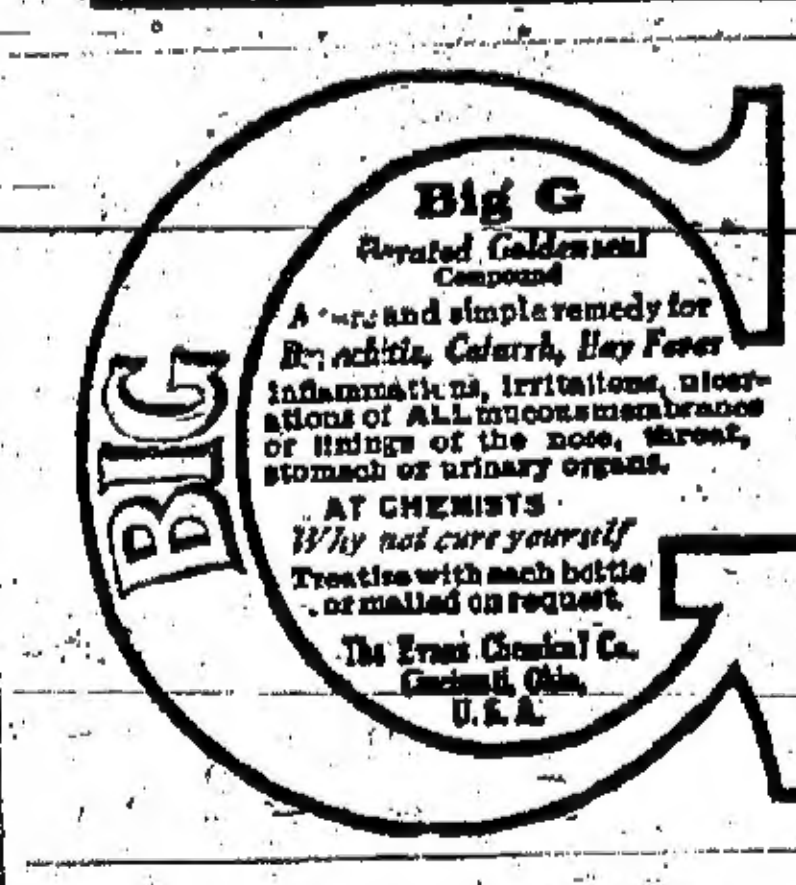
Dr. E. Perichetti, Physician to H. M. the
Queen-Mother of Italy, writes—"I have used
Sanatogen in several cases of Neurasthenia,
with the result that in every case the nervous
symptoms were greatly diminished. I am
convinced that Sanatogen is a valuable food-
tonic to restore lost strength."

Sanatogen may be obtained of all Chemists.
[105-343]

STOMALIX

Sale de Carlot. Cures Dyspepsia and 98 per
cent. of Diseases of the Stomach and Intestines,
painful and otherwise.

Wholesale Agents: FRANCIS NEWBERRY & SONS, Ltd., London, Eng.



APIOLINE

(CHAPOTEAUT)



For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

Prescribed by the highest French
Medical authorities and superior to
Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8 rue Vivienne, Paris.
Sold by all Chemists.

SPECIAL BARGAINS

TO CLEAR FOR

NEW STOCK

	SELLING PRICE.	FORMER PRICE.
AUTO-RACHALS	\$1,100	\$1,500
AUTO-MANUAL	\$ 800	\$1,000
RACHALS	\$ 550	\$ 800
BRINSMEAD	\$ 500	\$ 775
WERNER	\$ 495	\$ 700
KRAUSS	\$ 400	\$ 625
WERNER	\$ 395	\$ 575
CHALLEN	\$ 385	\$ 525
SCHIEDMAYER	\$ 350	\$ 600

ROBINSONS.

[734]

STRIKING EXPERIMENTS

AT THE REQUEST OF THE
LOCAL GOVERNMENT BOARD FOR IRELAND.

The remarkable feeding experiments conducted
in the School of Physiology, Trinity College,
Dublin, at the request of the Local Government
Board for Ireland, prove that

BOVRIL

when added to a fixed diet, has a body-building
effect equal to from 10 to 20 times the weight
of the Bovril taken.

DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON APPLICATION.

[895-1]

SPORTS! SPORTS!!

CRICKET.

TENNIS.

HOCKEY.

FOOTBALL.

GOLF.

CROQUET, &c. &c.

SEE OUR GOODS

BEFORE

PURCHASING ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

JOHN ROBERTS & CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

Telegrams: "Billiards," Bombay.

[1134-3]

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS.

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[939]

KEATING'S WORM TABLETS

A purely
Vegetable
Succedaneum.
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for Intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
THOMAS KEATING
London, Eng.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

[902]

SHIPPING

ARRIVALS.

CARL DIEBOLD, German str., 774, C. Jurgensen, 15th August—Pukhoo—15th August, General—Jensen & Co.
GERMANIA, German str., 15th Aug.—Canton.
HANGANG, British str., 15th Aug.—Canton.
IYO MARU, Japanese str., 15th Aug.—Canton.
15th August—Shanghai 12th Aug. Mails and General—Nippon Yusen Kaisha.
KATO MARU, Japanese str., 2,963, P. L. Sommer, 15th August—Singapore 10th August, General—Nippon Yusen Kaisha.
KWANGTAN, Chinese str., 15th Aug.—Canton.
SEIKO, British str., 3,231, W. Atkinson, 14th August—Kooling 12th August, General—Do well & Co.
TUNGSHING, British str., 1,172, L. Hussey, 15th August—Hongkong 12th Aug. Coal—Jardine, Matheson & Co.
YUENHANG, British str., 1,128, P. H. Rolfe, 15th August—Manila 12th Aug. General and Hemp—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15th August.
Choshu Maru, Japanese str., for Swatow.
Haitung, Norwegian str., for Bangkok.
Hansung, British str., for Swatow.
Prinz Waldemar, German str., for Australia.
Segovia, German str., for Singapore.
St. Kang, French str., for Haiphong.
Signal, German str., for Swatow.
Vormeris, Austrian str., for Shanghai.

DEPARTURES.

15th August.
AWA MARU, Japanese str., for Keelung.
BRASMAIR, British str., for Shanghai.
CEYLON MARU, Japanese str., for Shanghai.
DAVON, Norwegian str., for Canton.
HACHING, British str., for Swatow.
IDONENUS, British str., for Shanghai.
JOHANN, German str., for Swatow.
KINA, Danish str., for Swatow.
LANSANG, British str., for Singapore.
SOLVAD, Norwegian str., for Hongkong.
TEAN, British str., for Manila.
TIDJANI, Dutch str., for Batavia.
WINDANG, British str., for Canton.
YARRA, French str., for Europe, &c.

SHIPPING REPORT.

The British str. *Tungshing* reports: Fine weather throughout.
The British str. *Nih* reports: Light variable air, smooth sea, cloudy and clear, occasional showers.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S.S. Co. str. *Nippon* arrived at Manila on 12th inst., and is expected to leave that port on 17th inst., and arrive at Hongkong on 19th inst. a.m.
The P. M. S.S. Co. str. *China* sailed from Yokohama on the 13th inst., and is due to arrive at Hongkong on the 22nd inst.
The P. M. S.S. Co. str. *Manila* sailed from San Francisco on the 2nd inst., and is expected to arrive at Hongkong on the 29th inst.
The T.K.K. str. *Chigo Maru* sailed from San Francisco for this port on the 9th inst. en route via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 5th prox.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Colville* left Sydney on the 29th ultimo, at 11 a.m., and may be expected here on or about the 20th inst.
The E. & A. str. *Endura* left Sydney on the 3rd inst. for this port (via Queensland Ports, Port Darwin and Manila).
The N.Y.K. str. *Nikko Maru* (Australian line) left Sydney for this port via ports on the 9th inst., and is expected here on the 28th inst.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Empress of India* left Vancouver, B.C. (via usual ports of call), on the 2nd inst. a.m.
The C.P.R. Co. str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 8th inst. a.m.

THE ENGLISH MAIL.
The P. & O. S. N. Co. str. *Arctica* left Singapore for this port on the 12th inst., at 9.30 a.m., with the outward English Mail, and is due here to-day at about noon.

THE GERMAN MAIL.
The I.G.M. str. *Colville* carrying the German Mail with date from Berlin of the 26th ultimo, left Colombo on the 12th inst. p.m., and may be expected here on or about the 23rd inst.

THE INDIAN MAIL.
The Apen str. *Japan* from Calcutta left Singapore on the 13th inst. afternoon, and may be expected here on or about the 18th inst.

MERCHANT STEAMERS.
The Apen str. *Avaton* from Shanghai and Kobe left Moji on the 10th inst. afternoon, and may be expected here to-day.

The Ben Line str. *Benlog* from Leith, Middlebrook and London, left Singapore on the 11th inst. for this port.

The str. *Ryga* from Portland is expected to arrive at this port on the 23rd inst.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 22nd ultimo, and is due here on or about the 28th inst.

The T.K.K. str. *Buyo Maru* sailed from Manzanillo for Hongkong on the 8th inst., and is due to arrive at Hongkong on or about the 29th prox.

SEAMEN PASSED THE CANAL.
July 11th—Himalaya, Epsom, Myrina, Oropack, Alesia, Vorwurtz, 14th—Braemar, Kitch, Myrmidon, Penkateur, Sardina, 18th—Benlog, Nile, Prinz Ludwig, Welsh Prince, 21st—Idonenus, Kano Maru, Polyphes, 25th—Glenesh, Laertes, 28th—Sunda, Indra, Rheinfels, August 1st—Antileus, Benvenne, Suelon, Ceylon, Duere Castle, 4th—Garmann, 12th—Maru, Antenor, Austria, Caldonia, 28th—Hlane, St. Patrick, Sthonia, York, 8th—Hitachi Maru, Suevia, 11th—Ping Suez, Slavonia, Thecus, Tranquebar. Delayed through Mutinias Vandalia.

ARRIVALS AT HOME.
Aug. 11th—Dumbca.

HONGKONG—BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"KATUNA" ... On or about 5th Sept.
For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 15th August, 1911. [1037]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & SIG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE LOADED AT.
LONDON, &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NORSE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	R. L. D. nio	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SOOTRA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th Sept.
ROTTERDAM & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Girastebria	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG via STRAITS, &c.	SILBIA	Ger. str.	k. w.	Rouss	HAMBURG-AMERICA LINE	On 22nd inst.
HAVRE & HAMBURG via STRAITS, &c.	AMBBIA	Ger. str.	k. w.	Feldmann	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE & HAMBURG via STRAITS, &c.	REINFELD	Ger. str.	k. w.	Wausen	HAMBURG-AMERICA LINE	On 29th Sept.
COPENHAGEN & BALTIC PORTS	YEDU	Yed. str.	—	—	—	—
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IYO MARU	Swed. str.	—	B. Takeda	OLDF WIK & Co., Ltd.	About 20th Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ALESIA	Ger. str.	k. w.	Habel	NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KLEIST	Ger. str.	—	L. Maas	HAMBURG-AMERICA LINE	On 15th Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIPPON	Aut. str.	—	Tanabochia	SANDER, WIELE & Co.	On 23rd inst. at Noon.
NEW YORK via SUEZ CANAL	SIKH	Brit. str.	—	—	—	—
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	W. H. Lee	DODWELL & Co., Ltd.	On 28th inst. at Noon.
BOSTON & NEW YORK via SUEZ CANAL	KATUNA	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
VANCOUVER, B.C. & SEATTLE & PORTLAND, &c.	SOVERIG	Brit. str.	—	F. S. Cowley	SHEWAN, TOMES & Co.	About 5th Sept.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	—	THE BANK LINE, LIMITED	On 1st Sept.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 2nd Sept. at 6 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	PANAMA MARU	Jan. str.	—	—	CANADIAN PACIFIC R. Co.	On 12th Sept. at Noon.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	SEATTLE MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 22nd inst. at 11 A.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	INABA MARU	Jan. str.	—	—	OSAKA SHOSHEN KAISHA	On 6th Sept. at 11 A.M.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	NIPPON MARU	Jan. str.	—	S. Tomioka	NIPPON YUSEN KAISHA	On 12th Sept. at 4 P.M.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	SUBERIA	Am. str.	—	H. S. Smith	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
SAN FRANCISCO via KEELUNG, SHAI & JAPAN, &c.	CHINA	Brit. str.	—	E. Street	PACIFIC MAIL S.S. Co.	On 25th inst. at 1 P.M.
PORTLAND via JAPAN	RYUGA	Nor. str.	—	Elvind Meyer	PORTLAND & ASIATIC S.S. Co.	On 1st Sept. at 4 P.M.
AUSTRALIAN PORTS via MANILA	TATYUAN	Brit. str.	1 m.	L. Davison	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jan. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept. at Noon.
AUSTRALIAN PORTS via MANILA	KAMA MARU	Jan. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept. at Noon.
KOBE & YOKOHAMA	KAMA MARU	Jan. str.	—	Sommer	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	COLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 22nd inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	H. Koops	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
JAPAN	TIJIKINI	Dut. str.	—	S. Togo	JAYA-CHINA-JAPAN LINN	Quick despatch
MEXICAN, PERUVIAN & CHILEAN & JAPAN	KIYO MARU	Jan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	BANON ABDOSSAN	Ger. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst. at 4 P.M.
TIENSIN via TSINGTAU	CHONGSHING	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
WEIHAIWEI & TIENSIN	HUICHOW	Brit. str.	1 m.	—	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI via SWATOW	HANGANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jan. str.	—	J. Tennaka	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
SHANGHAI	YOHOU	Brit. str.	—	S. Barnham	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
SHANGHAI	YOHOU	Brit. str.	—	—	MELCHERS & Co.	About 23rd inst.
SHANGHAI	ANHU	Brit. str.	1 m.	Brown	HAMBURG-AMERICA LINE	About 24th inst.
SHANGHAI	CHENAN	Brit. str.	—	J. B. Harris	P. & O. S. N. Co.	About 25th inst.
SHANGHAI TSINGTAU, KOBE & YOKOHAMA	BUELOW	Ger. str.	—	Wm. Lloyd Jones	OLDF WIK & Co., Ltd.	About 17th October.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	H. Formes	JARDINE, MATHESON & Co., Ltd.	On 1st Sept. at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	REINFELS	Ger. str.	k. w.	H. E. Evans, R.N.	BUTTERFIELD & SWIRE	On 23rd inst. at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEIRA	Brit. str.	—	E. P. Martin, R.N.	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	—	OSAKA SHOSHEN KAISHA	On 18th inst. at 1 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YILANAP	Dut. str.	—	—	SHEWAN, TOMES & Co.	On 21st inst. at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SOSHU MARU	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst. at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DAIJIN MARU	Jan. str.	—	—	SHEWAN, TOMES & Co.	On 26th inst. at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHOSHUN MARU	Brit. str.	2 h.	—	NIPPON YUSEN KAISHA	On 22nd inst. at 5 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUENSANG	Brit. str.	—	—	JAYA-CHINA-JAPAN LINN	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ETBI	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KAIPONG	Brit. str.	1 m.	—	MELCHERS & Co.	Middle of Aug.
SHANGHAI, YOKOHAMA, KOBE & MOJI	LOONGANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	GAFFRO	Am. str.	—	—	—	To-day, at 9 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SUNGRIANG	Brit. str.	1 m.	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOSA MARU	Jap. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOHSAUNG	Dut. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	BOHNE	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	MAUSANG	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	SI-KIANG	Frans. str.	—	—	—	—

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 2nd Sept.	"ALLEN LINE" FRIDAY, 29th Sept.
"MONTEAGLE" TUESDAY, 12th Sept.	"EMPRESS OF IRELAND" FRI., 20th Oct.
"EMPRESS OF JAPAN" SAT., 23rd Sept.	"ALLEN LINE" FRIDAY, 10th Nov.
"EMPRESS OF CHINA" SAT., 14th Oct.	"EMPRESS OF BRITAIN" FRI., 24th Nov.
"EMPRESS OF INDIA" SAT., 4th Nov.	
"MONTEAGLE" FRIDAY, 24th Nov.	

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ... £43 ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" ... is Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN. SHANGHAI, TSINGTAU, KOBE and YOKOHAMA. KOBE and YOKOHAMA. KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken. For Further Particulars, apply to—
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA. Hongkong, 12th August, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 21st Aug. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 12th August, 1911. PHILIPPINES S.S. Co. [13]

PORTLAND & ASIATIC S.S. CO.

IN CONNECTION WITH OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA. (WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP "RYUGA" Tons 3,828 Captain Elvind Meyer To sail On 1st September.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Kine's Building, (Opposite Blake Pier), AGENT. 49

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon in the Dock Office. MANAGERS AND AGENTS. BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "SIKH" ... On or about 16th August.

For Freight and further information, apply to FODWELL & Co., Ltd., Agents. Hongkong, 27th July, 1911. [868]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship "DEVANHA" Captain H. Powell, carrying His Majesty's Mail, will be despatched from this port on SATURDAY, the 19th Aug., 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOERA", 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "OCEANA", due in London on the 1st Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to F. A. HEWETT, Superintendent, Hongkong, 9th August, 1911. [1]

INDRA LINE, LIMITED. FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

THE Steamship "INDRADEO" Capt. W. H. Lee will be despatched as above about the 25th inst.

This Steamer has excellent accommodation for a limited number of First-Class Passengers and attention is directed to the moderate rate of Passage Money charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 5th August, 1911. [1002]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. Barclay	Daylight 17th Aug.	Freight and Passage
	DELTA Capt. E. P. Martin	About 31st Aug.	Freight and Passage
LONDON via Usual Ports	DEVANHA Capt. H. Powell	Noon 19th Aug.	See Special Advertisement
LONDON and ANTWERP	NORE	About 23rd Aug.	Freight and Passage
via SINGAPORE, PENANG, COLOMBO, PORT SOLOMON, SAID and MARSEILLES	DELTA Capt. G. J. Caldwell	About 6th Sept.	Freight only
SHANGHAI, MOJI, KOBE, SUNDAY and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th August, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YCHOOW"	On 17th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUW"	On 18th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 19th Aug., 4 P.M.
MANILA, CEBU and LOLOLO	"KATONG"	On 22nd Aug., 4 P.M.
HOIHOW and HAIPHONG	"SUNGKIANG"	On 22nd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 24th Aug., 4 P.M.
WEIHAUWEL and TIENTSIN	"HUICHOW"	On 25th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "BANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships. Electric Fans fitted. Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 16th August, 1911.

BUTTERFIELD & SWIRE, AGENTS. [10]

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Wed., 16th Aug., Noon.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon.
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.
MANILA	"YUENSANG"	Saturday, 26th Aug., 2 P.M.
TIENTSIN via TIENTSIN	"CHEONGSHING"	Saturday, 26th Aug., 4 P.M.
SINGAPORE, PENANG & COLOMBO	"FOOKSANG"	Thursday, 31st Aug., Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st Sept., Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
The Steamers "KUSANG" and "FOOKSANG" leave about every 3 weeks, for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Khat, Kahad, Dain, Simporna, Twao, Uruan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 16th August, 1911.

JARDINE, MATHEWSON & Co., LTD.,
GENERAL MANAGERS. [15]

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE & HAMBURG:
S.S. RHEINFELS ... 28th Aug.	S.S. SILESIA ... 22nd Aug.
S.S. SUBVIA ... 6th Sept.	S.S. BRISGAVIA ... 24th Aug.
S.S. SENEGAMBIA ... 20th Sept.	For HAVRE, BREMEN & HAMBURG:
S.S. BAYERN ... 6th Oct.	S.S. AMBRIA ... 1st Sept.
S.S. ARCADIA ... 18th Oct.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SLAVONIA ... 3rd Nov.	S.S. ALESIA ... 15th Sept.
S.S. SCANDIA ... 16th Nov.	For ROTTERDAM & HAMBURG:
S.S. SPEZIA ... 2nd Dec.	S.S. PREUSSEN ... 22nd Sept.
	For HAVRE & HAMBURG:
	S.S. RHEINFELS ... 29th Sept.

For Further Particulars, apply to—
HONGKONG, 16th August, 1911.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [12]

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.	
FOR	
SWATOW, AMOY AND FOOCHOW	
AND RETURN.	
(Occupying 9 to 10 Days).	
STEAMSHIPS	CAPTAIN
"HAITAN"	Capt. J. S. Roach
	FRIDAY, 18th Aug., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—
DOUGLAS, LAPEL & Co.,
GENERAL MANAGERS.
Hongkong, 10th August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER).

Will be despatched from Hongkong on the 18th August Next, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer.

"SHINYO MARU" (CAPT. H. S. SMITH).

The latest addition to the Trans-Pacific Service, and sister ship of the S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING.
KIYO-MARU	17,500	TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG

To LONDON	£71.10.0
and Return 6 Months	£120.0.0
To VALPARAISO	Yen 570.00

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co's AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED., 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 15th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for stateroom Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED., 16th Aug., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 20th Aug., at 10 A.M.
ANPING via SWATOW and AMOY	"SOHU MARU"	WED., 23rd Aug., at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—
1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Building.

S. HIROL, MANAGER
772-773

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Those Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....FRIDAY, 1st Sept., at 1 P.M.

PERSIA.....9,000 Tons.....FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

via New York " " £45.

HONGKONG TO SAN FRANCISCO " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT. [48]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada	7,000	WEDNESDAY, 16th Aug., at 5 P.M.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SINABA MARU Capt. S. Tominaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 16th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Tozawa	7,000	TUESDAY, 22nd Aug., at Noon.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information apply to—

T. KUSUMOTO, MANAGER.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East—16, DES VOGUES ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

"G R A E T Z."

METALLIC FILAMENT

LAMPS

Saving in current 70%



EHRICH & GRAETZ,

BERLIN S. O. 30.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 11th August, 1911.

BERLIN-GUBENER**HUTFABRIK ACT.-GES.****VORM. A. COHN GUBEN III.**

(GERMANY)

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 11th August, 1911.

Hoehi

Extra Dry

Without American

Sole Representative for Hongkong and South China

Hugo C. A. Fromm, Hongkong.

Hongkong, 11th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Arcadia*, with the English Mail, left Singapore on Saturday, the 12th inst., at 9.30 a.m., and may be expected here to-day, at Noon. This packet brings parcel mails closed in London for despatch by the all sea route on the 12th July, and for despatch overland on the 19th July.

TO	PER	DATE
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 16th, 8.00 A.M.
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 16th, 9.00 A.M.
Singapore	Sagoan	Wednesday, 16th, 9.00 A.M.
Bangkok	Haidin	Wednesday, 16th, 10.00 A.M.
Swatow	Sigant	Wednesday, 16th, 11.00 A.M.
Swatow and Shanghai	Haiyung	Wednesday, 16th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 16th, 1.15 P.M.
Singapore, Penang and Colombo	Iyo Maru	Wednesday, 16th, 4.00 P.M.
Shanghai	Arcadia	Wednesday, 16th, 5.00 P.M.
Kobe and Yokohama	Kano Maru	Wednesday, 16th, 5.00 P.M.

TO	PER	DATE
Pukhoi and Haiphong	Haidin	Thursday, 17th, 9.00 A.M.
Haiphong and Haiphong	Carl Dietrichsen	Thursday, 17th, 9.00 A.M.
Macao	Sui Tai	Thursday, 17th, 1.15 P.M.
Shanghai	Yokohama	Thursday, 17th, 3.00 P.M.

SHANGHAI, NAGASAKI, KUBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

SIBERIAN MAIL TO EUROPE

TO	PER	DATE
Swatow, Amoy and Foochow	Haitan	Friday, 18th, NOON
Macao	Sui Tai	Friday, 18th, 1.15 P.M.

SIBERIAN MAIL TO EUROPE

Europe, &c., India via TUTICORIN

(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel Mail will be closed on Friday, the 18th inst., at 5 P.M.

TO	PER	DATE
Sandakan	Mausang	Saturday, 19th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tyikwang	Saturday, 19th, NOON
Manila	Yunsang	Saturday, 19th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 19th, 1.15 P.M.
Macao	Tyikwang	Saturday, 19th, 3.00 P.M.
Kobe	Anhui	Saturday, 19th, 5.00 P.M.

SIBERIAN MAIL TO EUROPE

Europe, &c., India via TUTICORIN

(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO	PER	DATE
Manila, Cebu and Iloilo	Rubi	Monday, 21st, 6.00 P.M.
Haiphong and Haiphong	Sungkian	Monday, 21st, 3.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	Tuesday, 22nd, 10.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Callao, Iquique, Valparaiso and Coronel	Kigo Maru	Tuesday, 22nd, 11.00 A.M.
Port Darwin, Thursday Island, Cook, Swan, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Albans	Tuesday, 22nd, 10.00 A.M.

SIBERIAN MAIL TO EUROPE

Europe, &c., India via TUTICORIN

(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO	PER	DATE
Shanghai	Chenar	Thursday, 24th, 11.00 A.M.
Waihaiwei and Tientsin	Huichow	Thursday, 24th, 3.00 P.M.
		Friday, 25th, 3.00 P.M.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

August 15th.

ON LONDON:	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.94
Bank Bills, at 30 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credite, at 4 months' sight	1.94
Documentary Bills at 4 months' sight	1.94

ON PARIS:	
Bank Bills, on demand	225
Credite, at 4 months' sight	225

ON GERMANY:	
On demand	183

ON NEW YORK:	
Bank Bills, on demand	43
Credite, at 60 days' sight	44

ON BOMBAY:	
Telegraphic Transfer	1334
Bank, on demand	1334

ON CALCUTTA:	
Telegraphic Transfer	1334
Bank, on demand	1334

ON SHANGHAI:	
Bank, at sight	754
Private, 30 days' sight	76

ON YOKOHAMA:	
On demand	874
On demand—Passe	874

ON SINGAPORE:	
On demand	764
On demand	1074

ON HONGKONG:	
On demand	14
On demand	14

ON SAIGON:	
On demand	844
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ON BANGKOK:	
On demand	1115
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ON SOERABAYA:	
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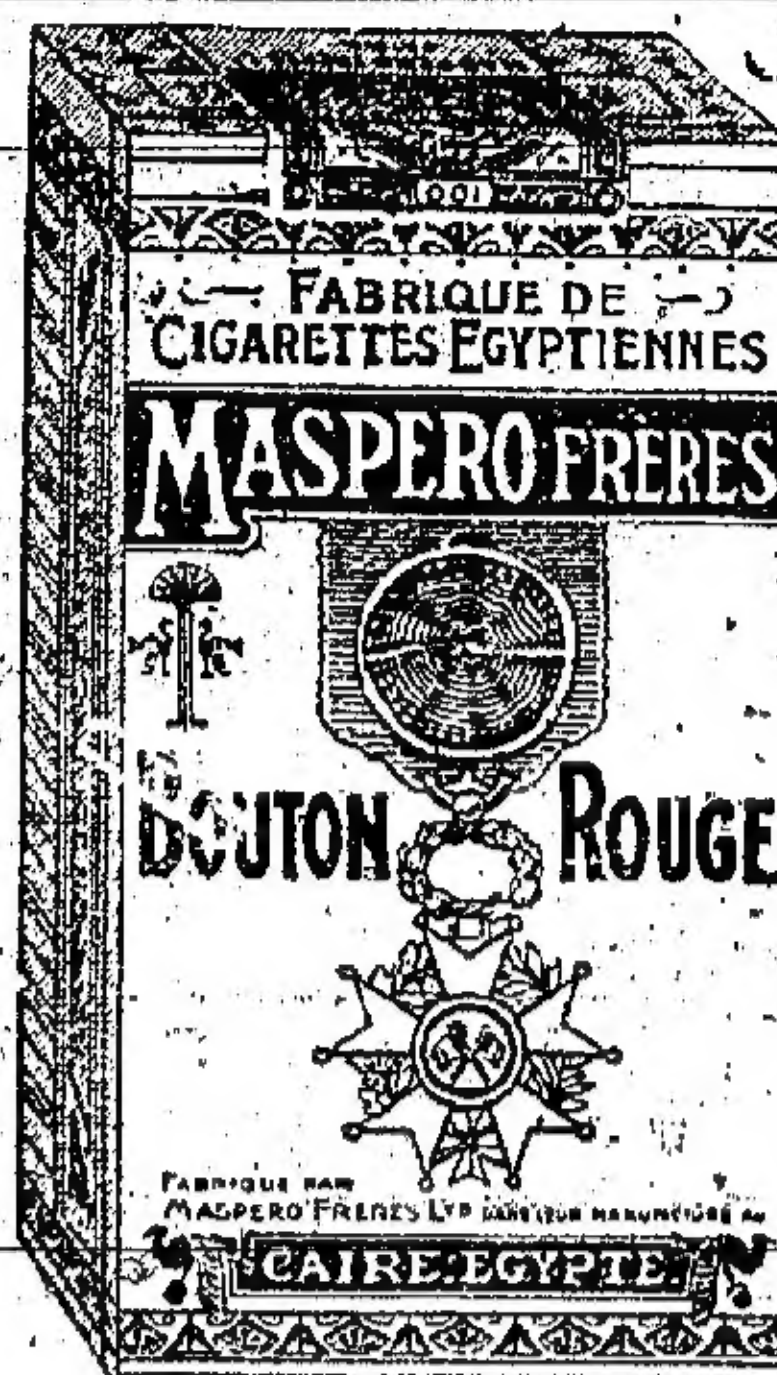
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THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 15th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
HONGKONG & SHANGHAI BANK CORPORATION	120,000	\$125	all	\$910, sales
China Borneo Company, Limited	50,000	\$12	all	\$237 10/
China Light and Power Company, Limited	50,000	\$5	all	\$12, sal. & bu.
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$84
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 80.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 45	all	Tls. 46.
Loon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 40	all	Tls. 61.
Boy Chee Cotton Spinning Co., Limited	20,000	Tls. 40	all	Tls. 22.
Dairy Farm Company, Limited	40,000	Tls. 40	all	\$22, buyers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$50, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52, sales
New Amoy Dock Co., Limited	10,000	\$63	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 90
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2.00
Hongkong Electric Co., Limited	60,000	\$10	all	\$2.14
Hongkong Hotel Company, Limited	12,000	\$50	all	\$116, x div.
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$72, x div.
Hongkong Ice Company, Limited	15,000	\$25	all	\$11
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$180, sellers.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$124, sal. & bu.
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 1674
Union Insurance Society, Limited	12,400	\$250	all	\$815, sales
Yangtze Insurance Association, Limited	12,000	\$100	all	\$215, @ Ex 73, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$94
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$64, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$44
MINING.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$110, sales
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$139, buyers
Union Sugar Refining Co., Limited	7,000	\$100	all	\$134, sellers.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	50,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$19
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$29, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, L/don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$17, 1/2.
Star Ferry Company, Limited	10,000	\$10	all	\$80, sellers
South China Morning Post, Limited	10,000	\$10	all	\$264, buyers
Union Laundry Company, Limited	20,000	\$5	all	\$164
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$